

Mi-28N - HAVOC-B

DATA AS OF 2013 (standard replenishment)

Mi-28N "Night Hunter" / product 294 / R&D "Avangard-2" - HAVOC-B

Mi-28NM



Author of the original article : Dmitry Mironov (Butcher171), St. Petersburg, 2011.

Register of Mi-28N helicopters - HAVOC-B

All-weather night-day attack helicopter. In 1993, after the completion of the first stage of state tests of the Mi-28A attack helicopter, a preliminary conclusion was received on the release of an initial batch of helicopters equipped with a set of equipment and weapons for use in daytime and limited-difficult weather conditions. However, M.V. Weinberg, who by that time had become the General Designer of the "MVZ im. M.L. Mil, made a decision to stop developing the Mi-28A at the final stage of state testing and to concentrate all efforts and financial capabilities on developing the Mi-28N ("N" – night) combat helicopter – ROC "Avangard-2" – round-the-clock and all-weather, with a fundamentally new integrated fifth-generation onboard equipment complex.

Tests . The first experimental Mi-28N helicopter was built in August 1996 and made its maiden flight on November 14, 1996 (test pilot V.V. Yudin and navigator S.V. Nikulin), and from April 30, 1997 it began undergoing factory flight tests. Four years later, the Mi-28N entered state joint tests (2001). Given the great need for military vehicles of this type, the RF Air Force command accepted the Mi-28N as the main promising combat helicopter of the future in 2002, without waiting for the tests to be completed. In June 2005, the second experimental prototype Mi-28N began the testing program. On March 4, 2006, after the successful completion of the first stage of state joint tests, the state commission chaired by the Commander-in-Chief of the Russian Air Force, General of the Army V.S. Mikhailov, issued a conclusion on the release of the pilot batch of Mi-28N. In May 2006, the first serial Mi-28N, aircraft No. 32, joined the state tests. The state joint tests of the Mi-28N were completed on December 26, 2008, with the signing of the act of their completion. Two experimental and seven pre-production helicopters took part in the state tests. On October 15, 2009, by order of the President of Russia, the Mi-28N was officially accepted into service as the main attack helicopter.



Mi-28N helicopters, tail numbers 09 and 10, yellow, summer 2012 (photo by A.Blogin, <http://rurforces-com.livejournal.com>).



Mi-28N built in 2012 at the Rostvertol airfield, Rostov-on-Don, March 9, 2012 (photo by Mikhail Mizikaev, <http://russianplanes.net/>).

Catalog of military equip

AIR

- Bombers/Strike Aircraft
- Fighters
- Transport aircraft
- Special and training aircraft
- Helicopters
 - Ka-8
 - Ka-10 - HAT
 - Mi-4 - HOUND
 - Ka-15 - HEN
 - Ka-20 - HORMONE
 - Mi-6 - HOOK
 - Mi-8 - HIP
 - Mi-24 - HIND
 - Mi-26 - HALO
 - Mi-28N - HAVOC-B
 - Ka-52 - HOKUM-B
 - Prospective attack helicop

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Grom / Sapsan / Grom-2 (proj Ukraine)

Dima, have you tried to contact Diana on the topic? - I think she has...



The first prototype Mi-28N - helicopter OP-1, tail number 014 after modifications at the MAKS-2003 air show, August 23, 2003 (photo by Flavien Breitenmoser, <http://www.airliners.net>).



The Mi-28N helicopter is a prototype of the Mi-28NE helicopter that took part in demonstration flights in India at the MAKS-2011 air show on August 16-21, 2011 (photo - VLAS, <http://militaryrussia.ru/forum>).

Author: [DIMMI](#)

Created: 16.04.2011 22:50:38

Comments: [152](#)

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Ka-52 - HOKUM-B

DATA AS OF 2015 (standard replenishment)

Ka-52 / Ka-52A "Alligator" / product 806 / R&D "Avangard-1" - HOKUM-B

Ka-52K - HOKUM-B mod.

★★★★

All-weather, round-the-clock combat helicopter / command helicopter of army aviation. Developed for the Russian Air Force by Kamov JSC (Lyubertsy) under the R&D "Avangard-1", General Designer - Sergey Mikheev. Serial production is carried out by Progress AAK JSC (Arsenyev, Primorsky Krai). Proposals to create a specialized helicopter complex for reconnaissance, target designation and coordination of attack helicopter groups within the framework of the B-60 project were put forward by Kamov Design Bureau in 1984. The complex was supposed to use a radar and an OLS. In the early 1990s, a decision was made to use the developments in this complex on a two-seat modification of the Ka-50 helicopter. Development of the Ka-52 helicopter based on the attack Ka-50 began in 1994, and in September 1994, a model of the new helicopter was presented, which was first shown at the MAKS-1995 air show.

Production of the Ka-52 prototype began at the Kamov Design Bureau's pilot production facility in 1996. The Ka-52 prototype was created by reworking a production Ka-50, serial No. 01-02 (previously onboard No. 021). Production of the prototype was completed in November 1996. On November 19, 1996, the prototype - onboard No. 061 - was shown to journalists. The first flight of the Ka-52 prototype took place on June 25, 1997, piloted by A. Smirnov. The first helicopter of the pilot factory batch made its first flight in Arsenyev on June 27, 2008. In

[Sierra](#) 2016-12-13 15:10

[Grom / Sapsan / Grom-2 \(proj Ukraine\)](#)

Another great one on the topic...
What do they smoke in Ukraine?!
:crazy: <http://inosmi.ru...>

[Sierra](#) 2016-11-07 15:09

[Grom / Sapsan / Grom-2 \(proj Ukraine\)](#)

Awesome interview about the Grom OTRK, announced by Ukraine as a replacement for the Sapsan. Something...

[Sierra](#) 2016-11-05 21:47

[Grom / Sapsan / Grom-2 \(proj Ukraine\)](#)

hisgloves Wrote:I wonder if at least this news will cool the ardor of another post-Soviet...

[DIMMI](#) 2013-06-27 21:27

[Grom / Sapsan / Grom-2 \(proj Ukraine\)](#)

I wonder if at least this news will cool the ardor of another post-Soviet "power"...

[hisgloves](#) 2013-06-27 13:31

[Grom / Sapsan / Grom-2 \(proj Ukraine\)](#)

The development of the Sapsan complex has been terminated

[DIMMI](#) 2013-06-27 01:41

[Grom / Sapsan / Grom-2 \(proj Ukraine\)](#)

Exactly so

[DIMMI](#) 2012-02-05 11:14

[Grom / Sapsan / Grom-2 \(proj Ukraine\)](#)

[DIMMI](#) Wrote: there was also a picture a la Pershing[[img](#)][[img](#)]
[<http://bmpd.livejournal.com/15734>]
[Mikhael](#) 2012-02-05 10:57

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there was also a picture a la Pershing

[DIMMI](#) 2012-02-05 03:18

[Grom / Sapsan / Grom-2 \(proj Ukraine\)](#)

[[img](#)]

[10V](#) 2012-02-05 03:16

total, two pilot Ka-52 helicopters were built in 2008. Thus, three pilot helicopters were submitted for state joint testing. In 2008, during the state joint testing, a preliminary conclusion was received on the release of the pilot batch of Ka-52 helicopters.



Ka-52, side No. 22, yellow, Chernigovka airbase, 06.03.2013 (<http://pressa-tof.livejournal.com/>).

Author: [DIMMI](#)

Created: 09/15/2011 12:12:09

Comments: [58](#)

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Prospective attack helicopter

DATA AS OF 2014 (standard update)

Prospective attack helicopter Project of a prospective attack helicopter / *"fifth generation helicopter"*. In 2008, the Commander-in-Chief of the Russian Air Force A. Zelin first announced work on developing a new generation helicopter. The conceptual model of a new generation combat helicopter is being developed by the Mil and Kamov design bureaus, which are part of the Russian Helicopters holding company. On June 7, 2010, Mil Design Bureau General Designer Aleksey Samusenko announced that R&D on creating a new generation combat helicopter is planned to begin in 2011. Both helicopter design bureaus will take part in the work on the concept. The introduction of generations in the chronology of combat helicopter creation raises certain questions. But if we proceed from the history of domestic technology, it would be logical to consider the Mi-4 generation as the first generation of combat helicopters - i.e. the creation of combat vehicles based on helicopters in general, the second - the Mi-24 - the creation of specialized combat helicopters, the third - the Mi-28 and Ka-50 - advanced specialized anti-tank helicopters of the 1980s. In this case, the fourth generation includes the Mi-28N and Ka-52 - multi-purpose all-weather helicopters with modern avionics.



Author: [DIMMI](#)

Created: 04.12.2011 01:13:41

Comments: [11](#)

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Mi-26 - HALO

DATA AS OF 2014 (standard replenishment)

Mi-26 / article 90 - HALO



Heavy transport helicopter. Developed by the Mil Design Bureau. The first prototype was assembled at the Mil Moscow Helicopter Plant in Panki. Its first flight was on December 14, 1977 (test pilot - G.R. Karapetyan). It has been and is being mass-produced by the Rostov Helicopter Plant (Rostvertol) since 1984.

As of 2011, a total of 310 machines have been produced. As of 2011-2012, the helicopter remains the only serial transport helicopter in the world with a lifting capacity of over 20 tons.



Mi-26, flight number 88 red, Russian Air Force in Kubinka, April 2009 (photo - Maxim Bryansky, <http://www.airliners.net>).

Author: [DIMMI](#)

Created: 17,09,2011 23:47:54

Comments: [18](#)

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Mi-28N - HAVOC-B (helicopter registry).

Mi-28N Helicopter Registry - HAVOC-B (edition 22.10.2012)

Article about Mi-28N helicopter - HAVOC-B



Mi-28N helicopters with white tail numbers 01, 03 and 04 of the Berkuty aerobatic team, Ramenskoye, August 22, 2013 (photo by Evgeny Volkov, <http://russianplanes.net/id117245>).



(C) Oleg Ziminov RovSpotters Team photo ID 1161791 RussianPlanes.NET
Mi-28N tail number 208 blue reg. № RF-91097 probably produced in 2013, Rostov-on-Don airfield, August 17, 2013 (photo by Oleg Ziminov, <http://russianplanes.net/id116179>).



Mi-28N serial number 07-01 tail number 26 blue in Rostov on Russian Air Fleet Day, August 19, 2012 (photo by ErikRostovSpotter, <http://aviaforum.ru>).



Helicopter Mi-28N, side No. 50 yellow, from a batch of helicopters transferred to the Air Force at the 344th Central Aviation and Space Administration airbase on October 8, 2011, Torzhok, Tver Region (photo by Sergey Ablogin, <http://ablogin.ru/>).

Author: [DIMMI](#)

Created: 03.07.2011 23:57:41

Comments: [5](#)

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[Press tour to the 562nd Army Aviation Air Base \(Tolmachevo, Novosibirsk, part 2\)](#)

Press tour to the 562nd Army Aviation Air Base (Part 2)

On March 6, 2012, the first press tour in Siberia took place to the 562nd Army Aviation Air Base in Novosibirsk. In [the first part](#) of our report, we talked about what happened before the flights. And here they are - the flights!



562 авиационная база армейской авиации Толмачево, Новосибирск, 6 марта 2012 г.

562 авиабаза, Новосибирск (c) <http://militaryrussia.ru>, 2012 г.

Author: [DIMMI](#)

Created: 10.03.2012 02:40:56

Comments: [1](#)

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[Press tour to the 562nd Army Aviation Air Base \(Tolmachevo, Novosibirsk, prologue\)](#)

Press tour to the 562nd Army Aviation Air Base (Tolmachevo, Novosibirsk, prologue)

Today, March 6, 2012, probably the first press tour in Siberia of representatives of online media and bloggers to a facility of the Russian Ministry of Defense - the 562nd Army Aviation Air Base - took place. The base is equipped with Mi-8 and Mi-24 helicopters and is located near the Tolmachevo airport near Novosibirsk. During the press tour, we attended a pre-flight briefing, observed equipment being prepared for takeoff, and accompanied a pair of Mi-24P helicopters on a Mi-8 helicopter as they performed target practice at the Shilovsky firing range in the Novosibirsk region. Today, we are only announcing a series of photo reports and notes on the results of our first press tour. The photos are posted in a higher resolution than usual.

[Press tour to the 562nd Army Aviation Air Base \(Part 1 - Before the flights\)](#)

[Press tour to the 562nd Army Aviation Air Base \(Part 2 - Flights\)](#)



562 авиабаза, Новосибирск (c) <http://militaryrussia.ru>, 2012 г.

Huge thanks [to the press club](#) of the Russian Ministry of Defense, assistant to the airbase commander Major D.A. Kositsky and of course assistant to the commander of the 41st combined arms army for information support Lieutenant Colonel Yuri Mikhailovich Sivokhin for organizing and conducting the press tour.

Author: [DIMMI](#)

Created: 07.03.2012 00:04:17

Comments: [1](#)[READ THE FULL ARTICLE →](#)

Press tour to the 562nd Army Aviation Air Base (Tolmachevo, Novosibirsk, part 1)

Press tour to the 562nd Army Aviation Air Base (Part 1)

So, on March 6, 2012, the first press tour of online media representatives and bloggers to a facility of the Russian Ministry of Defense, the 562nd Army Aviation Air Base, took place in Siberia. The base is equipped with Mi-8 and Mi-24 helicopters and is located near the Tolmachevo Airport near Novosibirsk. During the press tour, we attended the pre-flight briefing, observed the equipment being prepared for takeoff, and accompanied a pair of Mi-24P helicopters on a Mi-8 helicopter as they performed target practice at the Shilovsky firing range in the Novosibirsk Region.

The first part of the report covers everything that happened before the flights...



Special thanks [to the press club](#) of the Russian Ministry of Defense, assistant to the airbase commander Major D.A. Kositsky and, of course, assistant to the commander of the 41st combined arms army for information support Lieutenant Colonel Yuri Mikhailovich Sivokhin for organizing and conducting the press tour.

Author: [DIMMI](#)

Created: 09.03.2012 16:47:15

Comments: [1](#)[READ THE FULL ARTICLE →](#)

Ka-15 - HEN

DATA AS OF 2011 (standard replenishment)

Ka-15 / "product B" - HEN

Ka-15M - HEN

★★★

Coaxial helicopter. Development of the world's first serial coaxial helicopter, the Ka-15 naval reconnaissance helicopter, was started on the basis of [the Ka-10](#) by OKB-2 at the Moscow Experimental Plant No. 3 under the supervision of N. I. Kamov. The order for the development and requirements for the helicopter were issued by the leadership of the USSR Navy after demonstration flights of [the Ka-10](#) experimental helicopter in 1950. Preliminary conceptual design began in August 1950, and development of the conceptual design began in the spring of 1951. The design of the helicopter, in accordance with the order of the USSR Council of Ministers dated 09.06.1951, was continued in the second half of 1951 by OKB-4 MAP (OKB-2 of N. I. Kamov, which moved to the territory of Plant No. 82 in Tushino). The draft design was presented to the customer in October 1951. At the end of 1951, a helicopter model was built and approved by the Navy commission.



Civil version of the Ka-15M (photo - A. Zinchuk, 2005, <http://walkarounds.airforce.ru>).

Author: [DIMMI](#)

Created: 20.03.2011 16:04:18

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Ka-10 / Ka-10M - HAT

DATA AS OF 2011 (standard replenishment)

Ka-10 - HAT

Ka-10M - HAT

★★★

Coaxial observation and communications helicopter. Development of the helicopter was started on the basis of [the Ka-8](#) by OKB-2 at the Moscow Experimental Plant No. 3 in Sokolniki (the future Kamov Design Bureau), Chief Designer - N.I. Kamov. The design bureau was organized in October 1948 to develop a coaxial reconnaissance helicopter ordered by the USSR Navy. After demonstration flights of the Ka-8, the USSR Navy leadership ordered a coaxial reconnaissance helicopter for basing on ships - the Ka-10 experimental helicopter. The Resolution of the USSR Council of Ministers on preparation for serial production [of the Ka-8](#) with further modifications was issued on November 29, 1948.

The first four Ka-10 prototypes were manufactured in factory conditions. One of the prototypes was used for 100-hour endurance tests. The Ka-10 made its maiden flight on August 30, 1949, piloted by M.D. Gurov. The tests were completed by pilot D.K. Efremov, who replaced M.D. Gurov, who died in 1949 (see below in the Chronology) during the tests of the helicopter. Before the start of state tests, 200 flights with a flight time of 25 hours were performed on the helicopters. State tests were conducted in October 1950 on two Ka-10 helicopters, test pilot - E.A. Gridyushko. The first landing of the Ka-10 on board the cruiser "Maksim Gorky" was made on December 7, 1950. In August 1951, a decision was made to build a series of 15 Ka-10M helicopters. The series of Ka-10M helicopters was built. The helicopters were consolidated into a special experimental squadron based on the Black Sea. After the test flights, the USSR Navy ordered a more load-lifting reconnaissance helicopter - [Ka-15](#).

Helicopter Ka-10M (<http://www.aviastar.org>).

Author: DIMMI

Created: 20.03.2011 15:24:13

Comments: 2

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Ka-8

DATA AS OF 2011 (standard replenishment)

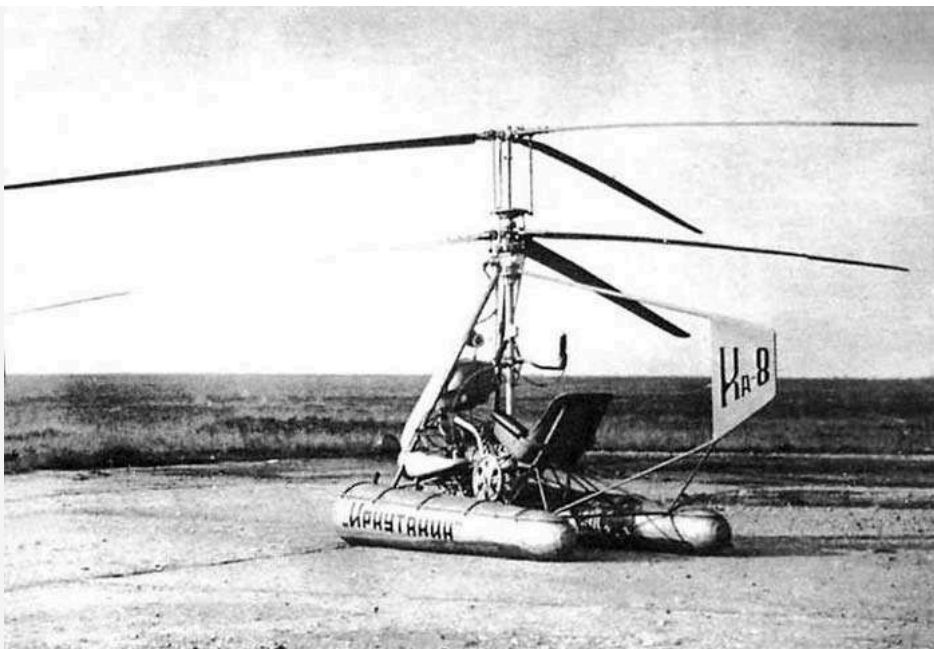
Ka-8 "Irkutsk"



An experimental coaxial helicopter. The development of an experimental helicopter was started by the Bureau of New Technology of TsAGI under the supervision of N.I.Kamov in 1946. The conceptual prototype for the helicopter was the project of the backpack helicopter H. Pentecost "Hoppicopter-100" (USA). Order of the USSR Ministry of Aviation Industry No.721 on the creation of the Ka-8 helicopter was issued on November 13, 1946. In the winter of 1946-1947, on behalf of the customer - the USSR Navy - Admiral I.S.Yumashev approved the tactical and technical requirements for the helicopter. The mechanical parts of the prototypes were manufactured at Plant No.156 of the A.N.Tupolev Design Bureau. The casting was made at VIAM. The blades were produced by the propeller plant, Moscow. The assembly was carried out at Plant No.456.

Helicopter testing began on the Khimki Reservoir in September 1947. The Ka-8 made its first free flight on October 12, 1947 in Khimki (according to other sources - November 12), pilot - M.D. Gurov. Tests to practice landing the helicopter on the platform were conducted in the spring and summer of 1948. By order of June 1, 1948, the Ministry of Aviation Industry stopped funding the creation of the helicopter, the amount of previously allocated funds was 2.5 million rubles, the amount required to complete the testing and modifications was 500,000 rubles. On July 25, 1948, during an air parade in Tushino, the helicopter took off from the back of a ZIS-150 truck and after a demonstration flight landed on the ground (and not back into the back of the truck, as some sources write). After the demonstration flights of the Ka-8, the leadership of the USSR Navy ordered a coaxial reconnaissance helicopter for deployment on ships - the experimental Ka-10 helicopter. The USSR Council of Ministers issued a decree on preparation for serial production of the Ka-8 with further modifications on November 29, 1948. A total of 3 Ka-8 helicopters were built.





The Ka-8 "Irkutsk citizen" helicopter in its original form, Khimki Reservoir, September 27, 1947 (Soloviev A. Moscow "Irkutsk citizen". // Aviation and Time. No. 5 / 2005, <http://crimso.msk.ru>).

Author: [DIMMI](#)

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